

To-day's Advertisements.

FOR SWATOW, AMOY & FOOCOW.
The Steamship
"DOUGLAS,"
Captain BUENIE, will be
despatched for the above
Ports on THURSDAY, the 27th inst.,
at 10 a.m.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.
Hongkong, April 24, 1876. ap27

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"AGAMEMNON"
will be despatched on or
about the 6th Proximo.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 24, 1876. my5

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.
The Steamship
"FLEURS CASTLE"
expected here about the 27th
inst., will have immediate
despatch for the above Port.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, April 24, 1876.

CONSIGNEES of Cargo per German
Bark *IPHIGENIA*, Master,
from Hamburg, are requested to take
immediate delivery of their Goods from
alongside.
Cargo impeding the discharge will be
landed and stored at Consignees' risk and
expense.
Consignees will have to sign an Average
Bond before countersignature of the Bills
of Lading.
WM. PUSTAU & Co.,
Agents.
Hongkong, April 24, 1876.

PUBLIC AUCTION.

By Order of the Mortgagees, under Bill
of Sale.

LANE, CRAWFORD & Co. have
received instructions from the
Mortgagees to sell, on
MONDAY,

the 8th May, 1876, at Noon,—
The Whole of the Stock-in-trade, Shop
Fittings, Machinery, Carpenters', En-
gineers', and Blacksmiths' Tools, House-
hold Furniture, &c., &c., &c., of or
belonging to B. R. STANFORD, Ship-
wright, &c., on the Premises at Spring
Gardens.
Further particulars will be shortly
announced.
Terms of Sale.—Cash before delivery
in Mexican Dollars, weighed at 7.1.7.
All lots, with all faults and errors of
description, to be taken as they are
of the hammer.
Hongkong, April 24, 1876. my8

THE GREAT NORTHERN TELE-
GRAPH COMPANY.

ON account of the heavy sea the RE-
PAIRS to the YANGTZE CABLE
have not yet been completed.
The Company will keep up connection
between GUTZLAF ISLAND and
SHANGHAI by aid of a TUG STEAMER,
which will leave SHANGHAI EVERY
EVENING and return EVERY MORN-
ING at Daylight.
By this arrangement all Telegrams be-
tween this Port and Shanghai will be
forwarded within 24 hours.
OARL OHR. BOJENSEN,
Acting Superintendent.
Hongkong, April 24, 1876. ti.

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOIS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILIA, PORT SAID, NAPLES,
AND MARSEILLES;
Also,
FONDICHERY, MADRAS AND
CALCUTTA.

ON SATURDAY, the 20th April,
1876, at Noon, the Company's
S. S. *SINDH*, Commandant RAYFEL,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.
Shipping orders will be granted till noon,
Cargo will be received on board until 3 p.m.
on the 28th April, 1876. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)
Contracts and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Acting Agent.
Hongkong, April 24, 1876. ap29

TO LET.

With Immediate Possession.

The Dwelling House No. 4, Alexandra
Terrace.

The Store and Dwelling House, No. 31,
Queen's Road, lately in the occupation of
Miss GARRATT.

The Store and Premises, Nos. 42 and 44,
Queen's Road, lately in the occupation of
Messrs DUNSTON & Co.

The Dwelling House and Office, No. 1,
Wyndham Street.

(Also with occupation from 1st May next.)
The Dwelling House No. 46, Peel Street,
now in the occupation of Mr HAVESWORTH.

The Dwelling House No. 1, Alexandra
Terrace, at present in the occupation of
Dr STOUT.

Apply to
DOUGLAS LARPAK & Co.
Hongkong, April 24, 1876.

To-day's Advertisements.

CITY HALL.

MADAME CARLOTTA TASCA begs
to announce that she will give a
FAREWELL CONCERT at the above
Hall, on

THURSDAY NEXT,

27th April.

Under the immediate patronage of
H. E. SIR ARTHUR KENNEDY,
K.C.M.G.; C.B.

VICE-ADMIRAL RYDER,
SIR JOHN AND LADY SMALE,
COL. DIKINS,

And the Officers of the 28th Regiment.
During the Evening by kind permission
of Colonel Dikins and Officers, the Band
of the 28th Regiment will perform.

For Particulars, see Programme.

Reserved Seats,.....\$2.00
Unreserved Seats,.....\$1.00

Doors Open at 8.30. Commence at 9.

Tickets to be had of Messrs LANE,
CRAWFORD & Co., where a plan of the Hall
may be seen.
Hongkong, April 24, 1876. ap28

SHIPPING.

ARRIVALS.

April 22, *Cap Horn*, Germ. barque, 401,
Green, Hajang Mar. 31, Timber.—Wm.
PUSTAU & Co.

April 23, *Hochung*, from Canton.

April 23, *Fuyew*, Chinese steamer, 980,
Crowd, Shanghai April 19, General.—C.
M. S. N. Co.

April 23, *Chinkiang*, British steamer,
798, J. Hogg, Shanghai April 20, General.
—SIEMSEN & Co.

April 23, *Adria*, British steamer, 781,
W. E. Breeze, Bangkok April 15, Rice.—
WM. PUSTAU & Co.

April 23, *Swallow*, American ship, 1239,
B. H. Howes, Newcastle (N.S.W.) Feb. 27,
Coal.

April 23, *Kassa*, British barque, 325,
R. Lindsay, Newcastle (N.S.W.) Feb. 22,
Coal.—ADAMSON, BELL & Co.

April 23, *Mount Lebanon*, Brit. barque,
530, B. Hall, Cardiff Nov. 15, Coal.

April 23, *Feiga*, Danish barque, 316, F.
H. Christiansen, Newchwang April 9, Gen-
eral.—EDWARD SCHULHASS & Co.

April 23, *Presto*, British barque, 383,
Laidman, Newchwang April 6, Beans.—
ANNOLD, KARBORG & Co.

April 23, *Annie Fish*, Amer. ship, 1496,
D. Hiffes, Cardiff Nov. 28, Coal.—Messrs.
AGENTS MARITIMES.

April 23, *Comet*, American ship, 1187,
W. Bray, Boston Nov. 26, Ice and General.
—TUDOR COMPANY.

April 23, *Henrietta Benn*, Germ. barque,
960, Fritz, Cornstadt 27th Oct., Flour.—
ORDRE.

April 23, *Commissary*, British ship, 900,
Hunter, Newcastle (N.S.W.) Feb. 17,
Coal.—SCHULHASS & Co.

April 23, *Ritca Genova*, British barque,
920, J. Cummins, Bangkok Mar. 22, Rice.
—CHINESE.

April 24, *Panda*, British steamer, 783,
Power, Saigon 19th April, Rice.—
LANDSTEIN & Co.

April 24, *Caroline Behn*, German barque,
673, P. Schmidt, Singapore 27th March,
Timber.—SIEMSEN & Co.

April 24, *Ocean Chief*, British barque,
356, Coat, Newcastle (N.S.W.) Feb. 2,
Coal.—P. M. S. S. Co.

April 24, *Chas. O. Leary*, American bark,
644, Stephen, Newcastle (N.S.W.) Mar. 10,
Coal.—CAPTAIN.

April 24, *Stad Amsterdam*, Dutch steamer,
1720, Boon, Saigon April 20, General.—
JARDINE, MATHESON & Co.

DEPARTURES.

April 23, *Yesso*, for Swatow, &c.

22, *Nesoro*, for London.

24, *Abeyford*, for Singapore.

24, *Gunga*, for Manila.

24, *Sunda*, for Yokohama.

24, *Hindostan*, for Shanghai.

24, *Hochung*, for Shanghai.

CLEARED.

Annie Gray, for Vancouver's Island.

Nightingale, for San Francisco.

Notre Dame Auxiliatrice, for Saigon.

Forward, for Vancouver's Island.

Henrietta Benn, for Nookosaki.

Aia, for Saigon.

Villa de Revadavia, for Manila.

Edward James, for Portland (Oregon).

PASSENGERS.

ARRIVED.—Per *Fuyew*, Capt. Burr, and
80 Chinese.

Per *Chinkiang*, 46 Chinese.

Per *Adria*, Dr. Deane, D.D.

Per *Kassa*, 3 Chinese.

Per *Stad Amsterdam*, 12 Chinese.

DEPARTED.—Per *Yesso*, for Amoy, Messrs
A. Margal, J. Dodd, A. Liddle, and one
European deck; for Foochow, Mr and Mrs
Fairhurst, Mr B. Oxley, and 2 European
deck; and 167 Chinese.

Per *Gunga*, for Manila, Mr S. A. don
Remedios, wife, 6 children and 3 servants,
Mr John Formby, and 644 Chinese.

Per *Sunda*, for Yokohama, Hon. James
Sunarez, Messrs Makal, H. Collet, J.
Hendry, J. Grundy, Hapster, and 3 deck.

Per *Hindostan*, for Shanghai, 3 Gam-
man, Bourke, C. K. Holt, W. Leut, J. W.
Jordan, Ringer, J. G. Walsh, and Captain
starkey.

SHIPPING REPORTS.

The German barque *Cap Horn* reports
first part of passage calm and light E.
winds, afterwards light S. winds till 20th
inst., when heavy squalls and rain, next
day again calm and light variable winds
till arrival in port.

The Chinese steamer *Fuyew*, reports
thick rainy weather to Turnabout, from
thence till arrival here.

The British steamer *Adria* reports: fine
weather throughout.

The British barque *Kassa* reports: light
variable winds throughout the passage.

The Brit. barque *Mount Lebanon* reports:
passed through Sunda Straits on the 6th of
March, came through the Karimata Straits
and had from thence to Hongkong calm
and light variable winds.

The Brit. ship *Commissary* reports: had
light easterly winds to the equator which
was crossed on the 20th March, going west
of Oaledonia, from 8° N. had fresh N.E.
winds to Ladrones, thence to Bathee
Channel had light easterly winds with
heavy rain.

The *Presto* reports first part light S.
winds, latter part moderate winds with
thick foggy weather.

SHIPPING REPORTS.

The *Annie Fish* reports calm and un-
steady winds in Java Sea, 15 days calm off
Singapore, fine weather and light S.E.
wind in China Sea.

The *Comet* reports fine weather to China
Sea, since reaching which had light moder-
ate and fine weather.

The *Ocean Chief* reports: light winds and
calm throughout the passage.

The *Chas. O. Leary* reports: no trade
winds, variable winds and weather, very
squally and a great deal of rain. Four
days out, experienced a very heavy gale
from the East, lost sails and part of the
bulwarks, besides other damage.

The *Stad Amsterdam* reports: fine weath-
er, latter end of passage fresh E. breeze.
Steamer *Jess* left the day before us.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

For HAIPHONG.—
Per *Schr. CHRISTIAN*, at 11.30 a.m.
To-morrow, the 25th inst.

For SAIGON.—
Per *DUNA*, at 11.30 a.m. To-morrow,
the 25th inst.

For SWATOW, AMOY & FOOCOW.—
Per *DOUGLAS*, at 9.30 a.m. on Thurs-
day, the 27th inst.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *SINDH*,
will be despatched on SATURDAY,
the 29th inst., with Mails to and
through the United Kingdom and
Europe, via Marseilles to Saigon,
Singapore, Batavia, Galle, Pondi-
cherry, Madras, Calcutta, Bombay,
Aden, Suez, and Alexandria.

The following will be the hours of closing
the Mails, &c.:—

Friday, 28th inst.—

5 P.M. Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Saturday, 29th inst.—

7 A.M. Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 A.M. Registry of Letters ceases.

11 A.M. Post Office closes except for Late
Letters.

11.10 A.M. Letters (but Letters only)
addressed to the United Kingdom and
Saigon, or Singapore may be posted on
payment of a Late Fee of 18 cents
extra postage, until

11.30 A.M., when the Post Office Closes
entirely.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, April 20, 1876. ap29

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *GAELIC*,
will be despatched on MONDAY, the
1st May, with Mails for Japan, San
Francisco, and the United States,
which will be closed as follows:—

2 P.M. Registry of Letters ceases.

2.30 P.M. Post Office closes.

4.00 P.M. Correspondence may be posted
on board the Packet with Late
Fee of 12 cents extra Postage
until

2.50 P.M. when the Mail is finally closed.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, April 14, 1876. may1

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *GWALIOR*,
will be despatched with the Mails for
Europe, &c., on SATURDAY, the
6th May.

The following will be the hours of closing
the Mails, &c.:—

Friday, May 5.—

5 P.M. Money Order Office closes.

6 P.M. Post Office closes except the Night
Box, which remains open all night.

Saturday, May 6.—

7 A.M. Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 A.M. Post Office closes except for Late
Letters. Registry of Letters ceases.

10.15 A.M. Letters may be posted on
to payment of a LATE FEE of 18 cents
extra Postage until

11 A.M., when the Post Office Closes
entirely.

11.30 A.M. Letters (but Letters only)
addressed to the United Kingdom via
Brindisi or to Singapore may be posted
on board the Packet on payment of a
Late Fee of 48 cents extra postage.

11.50 A.M. Posting on Board ceases.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, April 24, 1876. my6

General Memoranda.

WEDNESDAY, April 26:—

Noon.—Sale of Lighters *Advancer*, &c.

Noon.—Furniture Sale at the residence
of L. Hauschild, Esq.

9 p.m.—Meeting of Zealand Lodge.
Goods per *Antony* undelivered after
Goods per *Miching* undelivered after
Goods, subject to rent and landing
charges.

Shipping Orders regarding Optional Car-
go at Anterior for shipment per *Glaucia*
must be obtained from the Agents not
later than this date.

THURSDAY, April 27:—

10 a.m.—*Douglas* leaves for Swatow,
Amoy and Foochow.

4.30 p.m.—Meeting of Seasholders at
St. John's Cathedral Church.

9 p.m.—Madame Carlotta Tasca's Con-
cert at City Hall.

FRIDAY, April 28:—

Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

Glaucia leaves for Shanghai on or about
this date.

SATURDAY, April 29:—

Noon.—French Mail leaves for Ports of
Chall and Europe.

SUNDAY, April 30:—

Claims against the Estate of George Barry
Falconer, deceased, must be sent in on
or before this date.

MEMOS. FOR TO-MORROW.

Auctions.

2 p.m.—Sale of Chinese and Japanese
Curios, &c., at Mr J. M. Armstrong's
Sales Room.

TO ADVERTISERS.

It is requested that all advertisements be
sent, when practicable, by 4 p.m., to allow of
the early issue of the paper.

The publication of this issue commenced
at 8.15 p.m.

BIRTHS.

At Shanghai, on the 15th inst., the Wife
of J. J. AROOZOO, of a Daughter.

At Shanghai, on the 18th inst., Mrs. C.
O. BENNETT, of a Daughter.

THE CHINA MAIL.

HONGKONG, MONDAY, APRIL 24, 1876.

It is satisfactory to find that the Legis-
lative Council has, at last, got clear of
the China Traders' Insurance Company.
The Bill introduced into the Council to
enable the Company to sub-divide its
shares was passed on Saturday, and,
notwithstanding the protest which two
or three of the honourable members gave
notice of their intention to lodge against
it, there is little doubt that we shall hear
no more of the measure. It is somewhat
difficult to see the force of the objections
urged against the Bill.

To say that the legislation is a "novel"
is certainly not saying much against it.
It is novel simply because the Council
has not been called upon for such a mea-
sure before, and has not, therefore,
passed one. Besides, it has yet to be
learned that novelty is, in itself, an ob-
jection of any moment to a measure. If
so, half the legislation in the House of
Commons is objectionable on the same
ground. There seemed to be an impres-
sion among the opponents of the Bill
that it was the duty of the Council to
consider whether the Bill would be a
benefit or an injury to the Company,
and to base their assent or dissent to it
upon the conclusion they arrived at in
regard to these two points. This is
assuredly a mistaken idea of legislative
functions. It is not too much to pre-
sume, in dealing with private bills of this
nature, that the parties seeking legisla-
tion know their own business best, and
the members of the Council should ratify
rather consider whether the measure is
advantageous from a public point of view,
than whether it will be detrimental or
otherwise to the interests of the Company.
Mr Ryrie's main objection to the Bill
seemed to be that the Company had done
to the Council to make them more suc-
cessful. We believe that private bills
are generally applied for by parties with
a view to benefiting themselves and, in-
deed, the very essence of legislation is to
confer benefit upon the community. By
general acts, it is conferred wholesale,
and by private acts, piecemeal.

One of the strongest reasons why the
Bill should not be thrown out was that
the Company could bring about the de-
sired change without the aid of the mea-
sure at all by simply winding up, and
re-constituting itself. The opponents of
the Bill urged this as a reason for its
rejection. But it seems to us that if the
Company had really no more power con-
ferred upon them by the Bill than they
already possessed, it would have been
absurd to withhold the measure, consid-
ering it would enable them to make
the change they contemplated more easily,
less expensively, and probably with
less risk than they could without it.

Under any circumstances the Bill did
not call for a protest. It was not an
important measure by any means, seeing
that it only affected one Company, and
its opponents on finding themselves
beaten would have done better in letting
the matter drop. Protests should only
be resorted to under special circum-
stances, and when general and important
interests are at stake. If they become
too common they lose a deal of their in-
fluence, and there is a danger of their
not receiving due attention when they
represent matters of great and general
moment.

At the meeting of the Legislative Council
on Saturday a vote of 10,700 was
passed for making provision for the
storage of gunpowder on Stone-Cutters
Island. It is proposed to adapt the
chapel on the island to this use, and also
to erect quarters there for the men in
charge of the magazine. The estimate
for this work is \$7,800, but this amount
is swelled to \$10,700 by the cost of a
wharf which it is also proposed to con-

HAINAN.

(From Our Own Correspondent.)

Hainan, April 12, 1876.

I have just returned from a trip in the neighbourhood which, though not extending for a very great distance, has given me a good idea of the environs of this out-of-the-way port. As the first unofficial foreigner who had ever ventured beyond the precincts of the town, I was of course the recipient of both official and popular attentions which were more irksome than pleasing. My object was to reach a point some thirty miles distant from this, at which I hoped to fall in with some of the "cooked Li," and if possible obtain specimens of their arms, dresses, &c. It was not fated that I should be successful, but my experiences may give future visitors to the island a few useful hints.

Although a passport is not necessary to those who confine their wanderings to the thirty-mile radius, I thought it well under the circumstances to obtain one. Want of time prevented my attempting a more ambitious tour, much I fancy to the regret of the native officials, who however expressed a willingness to give me all necessary facilities, if I would wait a few days so as to allow of no leisure to spend in waiting. Having no leisure to spend in waiting I elected to merely visit the district above described, and some three days after sending in my application the important document was handed me. But it was accompanied by four yamen runners (2 civil and 2 military) who were deputed to escort me. I did not at first quite like this arrangement, but it turned out as it happened very satisfactorily. The chairs of the country being as uncomfortable as chairs can be, a friend very kindly lent me his own which was constructed with a special view to lengthy journeys. Four coolies to carry the chair with two to carry provisions and luggage made up my party, which, duly escorted by the red-hatted runners, set out early on the 7th.

Our route lay along the outside of the Northern wall, Hoihow being, as I have told you, a walled town. The wall itself suggests that the wiser ones who fringed the town order that it might crop the grass sprouting on its summit might not have been such absolute fools after all. People who want to enter Hoihow without going round to the gate can adopt the very simple alternative of getting over this barrier, but a slight effort of climbing being requisite. A goat and a coolie both performed the feat before my eyes. The streets forming the suburbs are pretty much like Chinese streets everywhere else. Pipe shops abound in one direction (Hainan produces a good brand of tobacco), while ropemakers occupied all available spaces in other thoroughfares. This last-named industry must give large employment at Hoihow, where it is not uncommon sight to see grandmother, father, mother and children, down to the little tottler of three, simultaneously occupied in turning out a net-rop or cable. Of course, as the Chinese recognize women's rights (or work as hard as men) the grandmother did the heaviest part of the labour, i.e. turned the hocks, while the father worked in the raton or, while the mother and children and even the grass carried by the children and the mother. As we got beyond the more thickly crowded part of the suburbs we came across numerous mills for crushing ground nuts, the trade in the oil and cake thereby obtained being very flourishing. In fact ground nuts divide with sugar the credit of being the chief staple of North-Hainan. The oil is used for both cooking and burning, the cake serving only as manure, for which purpose it is exported in large quantities to Pakhoi. Our intended investigation of the rude machinery which serves to press the nut was somewhat spoiled by the persistency of the native dogs who, not content with the usual bark only, formed a circle round the chair bearers and in the intervals of howling contemplated the calves of their legs with such hungry looks that the men suggested our moving on.

The western side of Hoihow possesses numerous salt fish-ponds, most carefully adapted for the purpose of rearing the young fish. The wonderful flatness of the country for, say, a radius of over five miles from the Conulate, combined with a four or five feet rise and fall of tide, affords great advantages for such ponds. But a yet more important industry than fish breeding—viz. that of salt collecting—has been fostered by similar causes. A large extent of plain lying directly on my present route, of about two miles in length by three in depth, are almost solely devoted to this object. The little knolls of rising ground are either appropriated to the stores and drying houses, or to giving sites for clusters of cottages inhabited by the salt workers; and these cottages being invariably surrounded by semi-tropical foliage, the villages form attractive features in the landscape. How is it by the way that the Chinese peasantry of even the poorest class usually contrive to make the best possible choice of location in this regard? Most of the cases here referred to possess their family temples, and in every case the temple is so placed as to present a charmingly picturesque appearance—Chinese architecture pattern-like, no doubt, but pretty enough to be worth an artist's attention all the same. The numerous clumps of coco-nuts and bamboo, the gorgeous blossoms and singular leaves of the dragon's-blood tree, and the usual undergrowth of a sub-tropical island give Hainan an advantage in this respect over the mainland, where the everlasting banyan becomes somewhat monotonous. Lungan, Lychee, and most of the Kwangtung fruit trees are of course plentiful.

But to return to the salt pans—only, I am sorry to say, to dismiss them with an acknowledgment that their mode of working is still a mystery to me. The manufacture does not commence till about May or June, when the fogs and mists of the cool season have given place to the burning days of summer, and it lasts until the short autumn again renders evaporation uncertain. From all I could learn, about two inches of water are left on the pans (each pan is about half an acre or more in extent) by the receding tide, and this depth is maintained by arrangements which prevent the water from retreating when the reservoir are full. The sandy bottom speedily becomes encrusted with the saline deposit, and every fresh inch of water increases the store until it is thick enough for scraping. The quality of the salt in the storehouses was very good, and the trade in it is most active. A detailed description of the way in which the gathering and refining is carried out would be interesting. Salt-making is to the country round Hoihow what rope-making is to the people of the suburbs.

The sandy beach along which my bearers took their way after leaving the salt pans, abounded in shells. Cattlefish bones lay about in such quantities that one could not help wondering if they could not be made useful in trade. The shells were mostly bivalves, but very few univalves being found on the coast. Mr. Swinhoe, who spent a long time in collecting various articles illustrating the natural history of the island, obtained sixty-seven species of all kinds. The short period at my disposal allowed me to secure only some eighteen or twenty varieties, but these were all found at Hoihow. The West Coast is, I learn, far more abundant in marine treasures. After getting some five miles from Hoihow we reached a low spur of hills named by foreigners "the bluff," as being the first rising ground met with in this direction. The end descends rapidly to the level of the shore at a distance of from a quarter to half a mile inland; and it was here that that Inspector General of Customs, when on a visit some four or five years since, suggested that the site for a foreign settlement should be placed. It seems however to me, and the residents at Hoihow share the opinion, that such an arrangement would be impracticable. Five miles by road is too great a distance between office and residence while the direct and somewhat shorter route requires wading knee-deep. Even the "road," as I have called it for convenience, obliges wading at certain states of the tide. If chosen without reference to business requirements, the "Bluff" might make an eligible place of residence, though exposed to all the fury of the tremendous typhoons which visit Hainan. Talking of typhoons reminds me that I have not yet mentioned these disagreeable incidents of residence in Hainan. According to the pilots, people who want to see a real typhoon must visit Hoihow. One man to whom I remarked that Hongkong had had some trifling experiences in that way quite resented the suggestion. I believed he had some grounds for his opinion. Nine hundred years ago the capital of the island was literally blown to pieces by one of these storms, and it has twice since suffered in a similar way. Perhaps the fact that the masons of Hoihow are unusually skillful in owing to the constant practice they get in effecting repairs. The theory however will not fit as regards the carpenters, who are the most under-headed set of wood-workers ever known to handle the axe and saw.

The most prominent features of the landscape after passing the bluff and getting upon the high land to the Westward are two hills known as The Hummocks, and each containing the crater of an extinct volcano. Our road lay along the Northern edge of the gentle rise some nine miles in length which lies between them and the shore. Much as I should have liked to visit the craters, I was compelled to keep on the road, as time did not permit such a deviation. But the general appearance of the slopes is remarkable and was alone worth a visit. The whole neighbourhood consists of lava and trap-stuff, and the way in which it is used for walls, bridges, houses &c. strikes the eye as singular. The whole slope is divided off into enclosures by solidly piled lava walls. The road over which we pass is made of lava blocks and even the very pigsties are built of the same material! One seldom sees such ample use made of any article provided by nature.

Many hours' journeying through scenery of this description at last allowed me to reach the village where I intended to pass the night. I must not omit to say that on all hands I had evidence of the most careful agriculture. Sugar-cane, wheat, ground nuts, are principally cultivated. Sugar mills of the Swatow pattern are numerous and every second man woman and child I met were chewing the cane. The roads were littered with refuse and every fire burning was fed by the same fuel. The sugar produced is of coarse quality, but with attention is likely to form the principal article of export from Hoihow for some time to come. Chi-lung-shan, at which I was to sleep, is in the centre of the superabundant nuisance in the way of insects, more especially the lively cockroach. I must tell how I fared there, in another letter.

CHINA AFFAIRS AT HOME.

(From our London Correspondent.)

London, March 17, 1876.

According to a telegram it is officially announced in Berlin that the German Government intends to reinforce its fleet in the China seas very largely with a view to the suppression of piracy. The statement is satisfactory as there has long been a feeling—especially on the part of German residents in China—that that country ought to do more to protect her increasingly large commercial interests, but it is perhaps open to doubt whether much good will come from another endeavour on the part of foreign nations to put down piracy in China waters. It is clearly the business of the Chinese Government to effect this, and it is doubtful whether we shall obtain much advantage by affording our aid and thus encouraging them to be more and more careless on the subject. Of course all will depend upon the degree to which the Chinese will, as they promise, co-operate, but there ought at least to be some good guarantee that it will be to such an extent as will be of material assistance and that the mandarins do not merely make use of us and confine their operations to indicating what we are to do for them.

I notice that still another version of the departure of the Flying Squadron from Bombay for the China Station is given by the correspondent of the Times. It states that great excitement was caused by the event but that he was informed that it was solely with a view to protecting British shipping during the absence of the British Squadron. There have thus been three distinct versions of this matter given out to the public. First, that the Squadron's departure to go to the China station was merely accidental; that in fact it had to go somewhere else; secondly, the one just given above that the object was to replace vessels which had gone to the Straits; and lastly the statement that appeared in the Standard

to the effect that the cause of the movement was that Sir Thomas Wade had felt the necessity of having his hands strengthened during the negotiations he was carrying on with respect to the Yunnan Commission; and which I venture to think is the true explanation of the matter.

People have been agreeably surprised by a sudden recovery both in Indian Exchanges and in the price of silver, the latter having had a sudden "sport" from 4½ to 4½ per ounce; and your readers will be glad to see slightly on the rise being now 53d against 51d. Various causes are assigned for this rise, the most important being a statement to the effect that the German Government contemplates another postponement of the demonetisation of their silver currency. Commercial affairs generally are however by no means in a favourable condition; and the depression has been much felt in the Manchester trade.

I am informed that some action will be taken shortly with reference to the inspection of Teas by the Customs Authorities which has caused the greatest annoyance to importers. Your readers are no doubt aware that this originated with the recent adulteration acts and that the design of the enactment is merely to prevent the importation of utter rubbish such as Malao Mixture &c. &c., but the Teas coming home subjected all round to such an overhauling that endless delay and inconvenience are caused. A petition on the subject will probably be sent in, or the matter will be brought before Parliament with a view to altering the present enactment, which is clearly not adapted to meet the end which is in view.

Police Intelligence.

(Before Both Magistrates.)

April 21, 1876.

U ALAI, a coolie, was charged with stealing a roll of matting. He was identified as having been five times in gaol, and was sent to six months' hard labour, and to be exposed for two hours in the stocks at the close of offence.

LABORERS.

Leung Yung Hing, a seaman, and **Cheng Yung Asam, owner of water-bow,** were charged on suspicion of stealing a silver watch from the German man-of-war *Ariadne*. The watch was in the Chief Engineer's cabin, but it belonged to one Werneburg. The evidence not being clear against the defendants, the first was called upon to give security in \$20 to appear within one month. The second was discharged.

BAD COINS.

Mathias Souza, a servant on board the P. & O. steamer *Hindostan*, was charged with having uttered three bad dollars on a Chinese carpenter, from whom he had bought a box for \$10. The bad quality of the coins was so palpable to any one that it was not likely the would be passed on any one who had only a slight knowledge of shroffing. The defendant was proved to have "ringed" the coins before he gave them to the complainant, who had, moreover, acknowledged before the defendant left the shop that the coins were good ones. Discharged.

A FLIGHT.

Li Tai Tai, a fisherman at Aberdeen, was charged on suspicion of stealing a watch belonging to one Caltano De Sa, described as an engineer employed at the Aberdeen Docks. On the night of the 22nd inst. the complainant was found in the company of the defendant's wife during his absence in Victoria. The defendant returned about midnight and when he discovered that the complainant was in his boat, he called out "Tah." The complainant became frightened, ran into another boat and then swam ashore, leaving his clothes and a watch in the defendant's boat. He went back afterwards to fetch his things, but the watch was missing. **Lai Ti Moey, the wife** in question, corroborated the complainant's statement, adding that she herself fled into another boat. Discharged.

KIDNAPPING.

Two old women aged respectively 75 and 76, were charged with kidnapping a male child aged six years from a shopman employed in a money-changer's shop at Macao. The father got information immediately after the loss of the child that he was being taken to Hongkong. He therefore took passage in a junk to this island to make inquiries. He was lucky enough in embarking on board the same boat in which his son was being taken here by the two defendants. He heard the cries of a child which he perceived to be those of his son, but he kept silent until the arrival of the boat. He then communicated with the police and had the defendants arrested. The defendants raised the plea that the child for whom he was first to sell the child for him because his wife was sick and he wanted money to pay a bill of sale; this bill, however, turned out to be only a deed of mortgage of a house. The second pleaded that she wished to buy the child who had been recommended to him by the first defendant, and she wanted to adopt him as a grandson. The Magistrate sent the defendants to twelve months' hard labour each.

CUSTOMS SERIES.

Four Chinese were charged by Inspector Youngson with being rogues and vagabonds. The Inspector said that yesterday morning a woman belonging to a junk moored off Shau-ki-wan Bay came on board trying to make a squint. He sent constables on board and had them arrested the husband of the woman came along and said the three men accused him and his son, the fourth prisoner, with having committed a piracy on the junk of the second prisoner on the 7th August last near an Island off Stanley. In consequence of a report that the master of this junk at Shau-ki-wan had a son who was concerned in the *Spunk* piracy and thinking that the 4th prisoner was the man the Inspector arrested him, and charged all with being rogues and vagabonds. He made an investigation into the matter, each of the first three prisoners being brought to him separately and questioned. The first said he was a shopman in Victoria. Second said his junk was piratically attacked on the 7th August, that 30 men in his junk were killed and he alone escaped; that the fourth prisoner and his father were two of the pirates. The third belonged to the same shop as the first and they both accompanied the second

to have the fourth and his father arrested. Since then the first prisoner admitted that they were employed in the Chinese customs, the third was a letter bearer to Mr. Brown of the Customs at Canton. An interpreter in the charge room at the Central Station identified the first prisoner as a spy employed in the Customs, the interpreter being once in the Customs employ himself. The case was remanded until the 26th inst.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship Chief Justice Sir JOHN SMITH, with a Special Jury.)

April 24, 1876.

A CLAIM FOR DAMAGES.

Chun Po Yeung v. The P. & O. S. N. Coy.

The following Special Jury was sworn in.—Messrs G. B. Emory, S. Pomeroy, J. P. Barnes, H. Hoppin, J. F. Cordes, E. R. Bellios, and H. B. Gibb.

Mr. Kingmill, instructed by Mr. Breton, appeared for the plaintiff, and The Attorney General, the Hon. Mr. J. Bramston, instructed by Messrs Sharp, Toller, and Johnson, appeared for the defence.

From the opening speech of Mr. Kingmill, it appeared that the plaintiff in this case is a merchant carrying on business under the style of Hop-Kee, and the action was brought to recover damages for a breach of contract, arising out of the charter of the P. & O. Steamer *Adria*. Early in 1875, the plaintiff chartered the *Adria* of the defendant at \$5,500 a month for four months, on voyages to and from Sydney, via Cooktown. One of the conditions of the charter was that if the return of the steamer to Hongkong on her last voyage was within the four months, a reduction at the rate of \$183 per day would be allowed for the unexpired days, but if the voyages should occupy more than four months, the same allowance of \$183 a day should be paid by the charterer for every day in excess. The charter party was in the usual form, but there was one clause which gave rise to the present action. It was stipulated that the steamer, fitted staunch and strong, should be at the disposal of the plaintiffs on voyages to any ports where she could be adroit and in safety. The whole question turned on the point whether it would be safe or not for the *Adria* to cross the bar in the Endeavour River and to anchor in the harbour of Cooktown, instead of anchoring some miles off. This necessarily entailed some delay in the discharge of goods and the detention of the steamer for several days. The plaintiff, moreover, had been put to a great expense in the engagement of lighters. The charter commenced on the 18th January and was to have expired on the 13th May 1875, but the steamer was not returned to the defendant until a few days afterwards, not until the 19th May, and with the return of the steamer to the defendant, the plaintiff paid up the whole of the charter-money including the few days of the ship's detention. Before the departure of the steamer, the plaintiff wrote a letter to Capt. Breeze, advising him that on arrival at Cooktown, the firm of Wing On would collect the freight for him and disburse the ship's expenses, while at Sydney, the firm of Shival would do the same. The *Adria* sailed from here on the 1st March and arrived at Cooktown on the 20th March. The *Adria* is a vessel of 781 tons, and 234 feet long, drawing at the time of her anchoring in the roads of Cooktown 14 feet 6 inches aft, and somewhat less forward. She remained there until the 3rd April, when she left for Sydney. She then drew 13 feet 8 inches aft and a little less forward. Mr. Kingmill observed, in the course of his opening statement, that there was an allegation in the petition of improper purchase of coal or non-purchase of coals at Sydney, but that question would not come in here, the subject of the action being confined to the voyage between here and Cooktown. The evidence in this case up to this point was very voluminous and was in writing, being from witnesses examined by commission at Cooktown, and *de bene esse* sittings here. Mr. Kingmill then gave a sketch of the points in the evidence, his point being that Capt. Breeze could have anchored in the harbour of Cooktown instead of in the roads, with safety, and would thus have saved the plaintiff the loss of time and the outlay for lighters. From the evidence, it appears that on the 20th March, the day the *Adria* arrived in Cooktown, the water on the bar was 17 feet 4 inches, while the lowest water during the several days the *Adria* was at anchor was 14 feet 10 inches, being some inches in excess of the draught of the steamer. From this Mr. Kingmill submitted that at no time during the stay of the *Adria* in Cooktown there was insufficient water for her to cross. He cited also evidence to describe the harbour of Cooktown; the water there shelved in such a way that the nearer a ship was to the bar the smoother was the sea, the water on the bar being quite undulating. He then instanced the steamers *Wanga Wanga*, *Estepone* and *No-manly*, and *Eyen*, vessels of greater draught than the *Adria*, having gone up the River and crossed the bar with safety. Mr. Kingmill then touched on the question of costs. There were no lighters to be had, so that the *Adria* had to wait for the arrival of smaller steamers to act as lighters. The *Western* came at last, and she was engaged to take the cargo on shore at the rate of 16 shillings a ton. This sum was raised in the course of the transshipment, so that the whole cost of lighters amounted to £208 16s. Then there was the cost of labour to put the goods ashore, at £20 5s., there being only European labourers available at the time, and the charge was 1/6 per hour. In addition to these items, there was the loss of time; the result of the *Adria's* refusal to go into the harbour caused a delay of at least ten days, at £183 3s. a day. Then again Captain Breeze refused to take in some passengers at Cooktown for Sydney. He refused because he said he had no accommodation and that he had no cooking place for so many. There were fifteen Europeans offering to take passage in her at 87 each; they were refused by Capt. Breeze, and this entailed a loss of £105. Then when the *Adria* left from Sydney, fifty-five Chinese offered to take passage at 87 each, and this was also refused, thus causing a loss of £393. Mr. Kingmill concluded by remarking that the question was whether the agreement had been broken or not, if so, what was the amount of damages.

The Court was then adjourned till tomorrow (25th) at 10 A.M.

TELEGRAMS.

(From Indian Exchanges.)

London, March 20.—In a debate in the House of Commons this evening on the Queen's Titles Bill, the Prime Minister said that in no case would Her Majesty take the title of Empress of England. The Royal children would not be called their Imperial Highnesses. Several amendments that were introduced were rejected, and the Bill passed through Committee.

Obituary.—Colonel C. C. Chesney, Royal Engineers.

London, March 21.—Mr. Coolidge gave notice that he would shortly call attention to the occupation of Khokand.

In the House of Lords last night Lord Derby stated that negotiations with the Khedive were still proceeding for the suppression of the slave trade. The Khedive's goodwill, Lord Derby said, was undoubted.

London, April 1.—There was a panic in London yesterday, the partial cause of which originated through unfounded rumours of a change in the Eastern policy of Russia, and partly to a rumour of a difference between Count Andrássy and Count de Novikov, the Russian Ambassador at Vienna. The panic has now subsided.

April 3.—The Chancellor of the Exchequer made his annual financial statement this evening. The public revenue for 1875 was £77,125,000 and the expenditure £76,375,000. The estimated revenue for 1876 is £77,250,000 and the estimated expenditure £78,000,000. Sir Stafford Northcote recommends the increase of a penny in the income tax, exempting incomes that are under £150, and he would allow a deduction of £120 from incomes under £400. The Chancellor estimates that this will give a surplus of £235,000.

St. Petersburg, April 5.—The Czar has issued a decree conferring full civil rights on the inhabitants of Khokand.

Cairo, April 7.—The French Cabinet, responding to an appeal from the Khedive, is actively supporting a company of French financiers to launch an Egyptian loan with the object of converting the floating debt, and it is still hoped that English financiers will co-operate.

Bombay, April 7.—Lord Lytton, accompanied by Lady Lytton and children, landed punctually at the appointed hour. The usual salutes were fired. His Lordship was met by Lord Napier, Sir Charles Staveley, General Haines, Lady Haines being also present, and the Honorable Messrs Rogers and Gibbs, the Members of the Legislative Council, the Judges, Sir Jamsetjee Jeejeebhoy, Sir Salar Jung, and others.

London, April 7.—The Royal Titles Bill was read this evening in the House of Lords a third time. No amendments were introduced. The bill passed without division. The trial of Captain Kuhn, of the steamer *Franconia*, has resulted in a verdict of guilty of manslaughter. The sentence deferred. Captain Kuhn contested the jurisdiction of the Court on the ground that the *Franconia* at the time of the collision was bound on a foreign voyage.

Alahabad, March 23.—The Supreme Government meditate something like a *coup d'état* on behalf of the Khan in Kheilat. The Political Agent has been charged to assist the Khan in re-asserting his sway over his refractory chiefs, and to so strengthen his position as to enable him, mainly by himself, to restore that peace and order within his territories which have been the object of Major Sandeman's negotiations.

Lahore, March 23.—It is now stated positively that only one hundred aabes and three companies of infantry have left Dera Ghazi Khan to escort Major Sandeman to Kheilat. No military offensive measures.

Alahabad, March 25.—The Government of the North-Western Provinces, to repress race lotteries, have issued a circular that newspapers can no longer publish advertisements relating to swags. At Bombay the Admiralty have requested the principal steamer owners to furnish particulars of all steamers at present engaged or likely to be in the Eastern sea. It is surmised that this is connected with possible Chinese complications.

CORRESPONDENCE.

WANTED—A GOVERNMENT GAS

INSPECTOR.

To the Editor of the "CHINA MAIL."

Hongkong, April 24, 1876.

Sir,—Gas is a commodity as extensively used now by the public as most of the articles sold in shops. It is generally understood that it is the duty of the Government to protect the public against incorrect weights and measures, and I presume there is here some Government officer whose duty it is to examine the scales, weights and measures of shopkeepers. But I am not aware that there is any public officer looking after the correctness of our gas-meters. I am told all the meters provided by the Company have been tested by a Government officer in England. But I submit, it is not possible that these meters having been found correct in England, lose in transit on board ship or become next to worthless after having been put up here? Who then protects the public against such false meters?

I am but little acquainted with these matters, but I believe I am not far from wrong if I say that the gas we consume is three times dearer in price and three times more in quality than that provided in England, and that there is no reliable means here of ascertaining through an independent authority whether the amount of gas a consumer is charged for is identical with the amount actually consumed.

My humble suggestion is that the public should appeal to the Governor for protection against incorrect gas meters and deleterious quality of gas. Possibly others may know more about this matter, and improve upon my suggestion, which at any rate should deserve the consideration of every consumer.

I am etc,

Your truly,

E. J. BITEL.

THE SEAMEN'S CLUB.

To the Editor of the "CHINA MAIL."

Hongkong, April 24, 1876.

Sir,—As you devoted a good deal of space on Saturday to reporting the case against the Royal Naval Seamen's Club, would you allow me through your columns to state that since the hearing I have been informed that measures will be immediately taken to remove all the nuisances complained of and also that the Club will be removed to a more convenient neighbourhood. As I stated at the Police Court, the

Naval authorities to whom complaints had been addressed were most courteous in their replies, but said that it was almost impossible to move as they were "objected to" everywhere else. I repeat this now as the way in which a certain part of my argument was reported (the words which called forth my remark being omitted) might possibly be misinterpreted into a comparison which it was far from my object to adduce.

Yours, &c., H. L. DENNIS, Complainant's Solicitor.

CHINA.

SHANGHAI.

(News.)

We understand that Count Roehschouart leaves in the French gunboat *Surprise*, for a trip up the Yangtze.

H. B. M.'s corvette *Charybdis* steamed up the river on the 17th from the Naval Yard, and brought up at the man-of-war buoy, off the Customs' receiving house.

Shortly before six o'clock on Good Friday morning, an alarm of fire was rung from the various stations, the locality indicated being Hongkong. The house on fire was a small Chinese tenement in the Broadway, and the Hongkong engine being quickly on the spot, sufficed to extinguish the flames.

The *Peking Gazette* of the 9th inst. contains a Decree admitting King Lien the President of the Consulate to the Grand Council of State as a probationer. The high officer in question was, until last year, Imperial Commissioner for the campaign beyond the Wall. His admission to the Grand Council indicates the probability of the retirement of one of the present members.

A decree published in the *Peking Gazette* of the 7th inst. sets forth the decision in the important trial lately held at Nanking, in which Ch'en Kwoh-jui, of minister reputation in connection with the Yangchow outrage and the Tientsin massacre, was implicated. The principal criminal, the ex-General Chang K'i-jun, is sentenced to death by strangulation in the ordinary course of law. Ch'en Kwoh-jui, for his own share in the transaction, is condemned to transportation to the Amur, company with two other criminals. All three are to be placed under strict surveillance.

H. B. M.'s Consul has been notified by the native authorities, that the mafio who was recently charged with rape upon a little English girl, having confessed his crime, has been sentenced to decapitation. Before the execution can take place, it will be necessary, in conformity with Chinese law, to obtain confirmation of the sentence from the Board of Punishments at Peking; and the culprit has therefore, in the meantime, been remitted to the custody of the Provincial Government. It is, in consequence, believed that the sentence cannot be carried into effect before August or September next.

The S. S. N. Co.'s steamer *Shingking* had a narrow escape from collision while steaming up the river to her berth on the 17th. The P. & O. steamer *Coatoot* was swinging to the tide, and had got athwart steam, with her stern towards one of the opium hulks, leaving so small a space that there was barely room for the *Shingking* to pass through without touching either the mail steamer or the hulk. By dint of good steering, she cleared, so to speak, by a finger's breadth; had she collided, it is impossible to say what damage would have been done. The occurrence, which was witnessed from the Bund by a number of people, affords another reason for urging that steps should be taken towards effecting improvement in, and rendering safer, the navigation of the river at this point—either by placing the P. & O. buoys nearer the Pootung shore, or by the removal of the opium hulks altogether. Of the two, the latter would be decidedly preferable.

Quotations.

Hongkong, April 24, 1876.

OPIMUM.—New Patna, cash... 625
" credit, 627
" Old Patna, cash... 607
" credit, 610
" New Benares, cash...
" credit, 592
" Old Benares, cash... 584
" credit, 585
" New Malwa, cash... 585
" credit, 585
" Allowance Tea, 24 s 4d
" Old Malwa, cash... 585
" credit, 580
" Allowance Teas, 20 s 8d

CAMPBELL... 18
QUICKSILVER... 83 s 4d
SALT-PETRE... 6 s 4d

Exchange.

Bank 6 months' sight... 3/10 s 8/11
Credit 6 months' sight... 3/11
On Calcutta, Bank demand... 3/21
" Bombay, demand... 3/21
" Shanghai, demand... 7/2
" Shanghai, 30 days' sight... 7/2
Bar Silver, 17, dwt. B...
" Sycee...
" Mexican...
" Gold Leaf... 26/10
English Sovereigns... 5/5
Australian Sovereigns... 5/5
Discount... 7 s 9

Shares.

Hongkong Bank, par.
I. K. Fire Ins. Co., \$510
China Fire Ins. Co., \$158
Victoria Fire Ins. Co., \$70
I. K. & W. Dock Co., 4 s 6d
China Traders' Ins. Co., \$180
Union Ins. Society of Canton, \$60
Chinese Insurance Co., \$207
North China Ins. Co., \$150
C. & J. Marine Ins. Co., \$15 s 4d return
Yangtze Ins. Association, \$150
H. K. & S. S. Co., 8 s 11d
Union S. Navigation Co., \$15
Shanghai Steam N. Co., \$15
Hongkong Hotel Co., \$50
Chinese Imperial Loan, \$105 1/2

Temperatures.

Hongkong, April 24, 1876.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)
THERMOMETER—S.A.M., 78
Do. F.M., 78
Do. Maximum, 78
Do. Minimum, 67 s 8
BAROMETER—S.A.M., 30.140
Do. F.M., 30.140

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "GABRIO" will be despatched for San Francisco, via Yokohama, on MONDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai. Freight will be received on Board until 4 p.m. of 30th Instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. Return-Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates. For further information as to Freight or Passage, apply to the Agency of the Company, Praya West. G. B. EMORY, Acting Agent. Hongkong, April 1, 1876. my1



STEAM FOR Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London; Also, Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship "GABRIO," Captain J. C. BAKER, with Her Majesty's Mail, Passengers, Specie, and Cargo, will leave this for the above place, on SATURDAY, the 6th May, at Noon. CARGO will be received on board until Noon; SPECIES and PARCELS at the Office until 2 p.m. on the 6th May. For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

THE P. & O. S. N. Co. reserve the option of forwarding all Goods shipped by their Steamers, for Europe through Egypt, either by Rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

A. A. MOYER, Superintendent. P. & O. S. N. Co.'s Office. Hongkong, April 22, 1876. my6

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on MONDAY, the 18th May, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe. Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS. A Steamer of the Mitsui Bussan S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama with Steamers to England, France and Germany. At New York, Passengers have selection of various lines of Steamers to England, France and Germany. Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. For further information as to Passage and Freight, apply to the Agency of the Company, Praya West. G. B. EMORY, Acting Agent. Hongkong, April 10, 1876. my16

ON SALE.

THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference.

BY WILLIAM FREDERICK MAYERS.

Price \$3.

Shanghai,.....Kitty & Co. Hongkong,....."CHINA MAIL" OFFICE.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium. EDWARD NORTON & Co., Agents. Hongkong, January 1, 1874.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAIK.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, under further notice, provide out of the earnings, first for an Interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash. ALL the Profits of the Underwriting Business pro-rata to amount of premium contributed.

RUSSELL & Co., Agents. Hongkong, July 9, 1872.

LANCASHIRE INSURANCE COMPANY. (FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co. Agents Hongkong & Canton. Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co. Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER.

His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £2,000 on reasonable terms.

HOLLIDAY, WISE & Co. Hongkong, July 23, 1872.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents. Hongkong, April 17, 1873.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co., Agents. Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates. A Discount of 20% allowed.

HOLLIDAY, WISE & Co. Hongkong, January 8, 1875.

Insurances.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL,.....£500,000.

THE Underigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co. Hongkong, September 6, 1875. jyl

THE SCOTTISH IMPERIAL INSURANCE CO.

THE Underigned having been appointed Agents in Hongkong for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premium for Life Insurance in China. Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON. Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents. Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co., Agents, Royal Insurance Company. Hongkong, March 24, 1876. j624

COAL DEPOT.

COALS of every description supplied to Steamers by the Underigned. Orders may be left at the Godowns, Wanchi, with Mr. J. M. L. HOSKINS, or Looe An Yon, KWONGHUNG, Praya.

LANDSTEIN & Co. Hongkong, November 1, 1875. my1

NOTICE.

THE Underigned beg respectfully to inform the Public that they have Established themselves as

BUTCHERS AND GENERAL COMPRADORES,

At No. 1, Graham Street, And are prepared to supply Fresh and Salt PROVISIONS and STORES; also, WINES, SPIRITS and ALES of every description.

MATHEW & Co. Hongkong, March 25, 1876. my6

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)

Sole Agent for China, F. FRIL, HONGKONG, SHANGHAI, COLOMBO (GERMANY.)

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE."

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as a large

INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO ADVERTISERS IS OBVIOUS.

Now Ready.

THE CHINA REVIEW,

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Annual Subscription, postage included, \$6.50.

CONTENTS.

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Notes and Queries on Eastern Matters.—Chinese Anti-Opium Association. Publications of the Hongkong Corresponding Committee of the Relief Tract Soc.

Hongkong School-book Committee. Chinese Will. Chinese Chess-Loading Gains. History of the Maritime Provinces. Books Wanted, Exchanges, &c.

China Mail Office. Hongkong, March 11, 1876.

Intimations.

NOTICE TO CREDITORS.

NOTICE is hereby given, that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of JOHN WOTHEER-SPOON, late of Bangkok, in the Kingdom of Siam, who died on the 6th day of July, 1871, and whose Will was duly proved in the Probate Jurisdiction of the Supreme Court of Hongkong by WILLIAM HENRY BRERETON, of 29, Queen's Road, Hongkong, Solicitor, to whom Letters of Administration with the Will annexed were duly granted by the said Court on the 10th day of March, 1876, are hereby required to REPLY in writing the PARTICULARS of their Claims or Demands to the said WILLIAM HENRY BRERETON, on or before the 1st day of July next; and notice is hereby also given, that at the expiration of the last mentioned day the said WILLIAM HENRY BRERETON will proceed to distribute the Assets of the said JOHN WOTHEER-SPOON amongst the parties entitled thereto, having regard to the Claims of which he has then had notice; and that the said WILLIAM HENRY BRERETON will not be liable for the Assets or any part thereof so distributed to any person of whose Claims he has not had notice at the time of the distribution. Dated this 29th day of March, 1876.

W. H. BRERETON, 29, Queen's Road, Hongkong, Solicitor.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Underigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

ADAMSON, BELL & Co. Hongkong, March 24, 1876. j624

Notes.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Underigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co. Hongkong, March 24, 1876. j624

For Sale.

BISCUIT FLOUR.

A N Excellent FOOD FOR INFANTS and CHILDREN.

MANUFACTURED SOLELY BY THE HONGKONG & CHINA BAKERY CO., LIMITED.

In Tins Containing 6 lbs.

Hongkong, April 8, 1876. my8

FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS:

AT HONGKONG:—

INLAND LOT 82.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound.

The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$380.48.

MARINE LOT 111, WANCHAI.—First-class and extensive Godown.

Annual Crown rent, \$324.

AT YOKOHAMA:—

Lot No. 6 and No. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Outhouses. Area 1,064 Tanbous of 36 square feet.

Annual Ground rent, \$263.78.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floor Silk Press, Compradore's Quarters, Stabling and Fire Engine House. Area, 554 Tanbous.

Ground rent, \$154.97 per annum.

Applications for purchase, or further information, to be made to

J. WHITTALL, T. G. LINSTED, Trustees A. Heard & Co.'s Estate, 29, Queen's Road, Hongkong.

Hongkong, February 1, 1876. my1

To Let.

TO LET.

With Possession on the 1st April. THE Premises in Queen's Road Central, known as the "London Inn."

Apply to LANE, CRAWFORD & Co. Hongkong, March 8, 1876.

TO RENT CHEAP.

OFFICES and Godown, No. 69, Praya, lately occupied by Messrs TAYLOR & HOMPSON. Also OFFICE and Godown situated in the rear of the Messageries Maritimes Office.

Apply to LAI HING & Co. Hongkong, March 30, 1876.

TO LET.

HOUSE No. 5, Zealand Street. DAVID SARSOON, SOHS & Co. Hongkong, April 8, 1876.

HONGKONG MARKET PRICES.

Corrected to Saturday, April 23, 1876.

At 1080 Cash per Dollar Mexican.

At 1080 Cash per Dollar Mexican.

At 1080 Cash per Dollar Mexican.

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